...ered out their best applause is not yet forgotten, or that it made every one of them on that eventful day resolve to row even better than his best. On the west bank the hills are high and wooded, Mount Wigwam capping them all a mile or more from the start, while on the east the land rises less abruptly, though still sufficiently to afford considerable shelter from the winds. Indeed, this well-known old course and its grander neighbor of to-day are not unlike in many respects. Both are four or five times longer than wide, and both lie north and south. Saratoga Lake is the more uniformly sheltered, though from being three times as broad the wind gets some advantages. Neither has any noticeable current in it, and so offers one guarantee of good racing. It is miles from each to town—two to Worcester, four to the Springs—and the former, besides an uncommonly dusty road, could by the cars of the Boston and Worcester Railroad land many passengers from both places handy to the water; a fact that, as far more of her friends than her rivals hailed from Eastern Massachusetts, Harvard on race days in no way regretted; while Saratoga, with longer drive and no car riding, has yet, through the energy of her sons, provided for keeping this really good road well watered and in order for the travellers by wheel or foot.

THE CONTESTANTS OF 1874.

Who They Are and Where They Come From.

The Columbia Crew.

First in order alphabetically this year come the pet crew of New York city, the men of Columbia College. Last year, under the supervision of the stroke of the Ward crew, "Hank," they trained first on the Harlem River and later on the Connecticut. He overworked them at any rate at first, giving them both too much rowing and too much walking. For heavy, burly men, who have grown phlegmatic and lazy, this may work well enough; but for an active city youth, more or less in training all the time, it does not pay, as they found then, and so slackened work on reaching Springfield. Last year they averaged about 151, and, though thought fair, there was considerable awkwardness among them, and so they were booked for a low place in the race. Close up to the time of the race they met with an accident one day while practising on the river which did their chances no good. Another crew coming across their course and stupidly keeping no lookout, ran them down pretty hard, their bow running into the back of one of the Columbia waist oars, Mr. Rapallo, and making an ugly gash, which, of course, partially unfitted him for work. Notwithstanding this drawback and their mistakes in training they made a sharp race with several crews, taking a good place well up in the centre. In one respect both then and now they are exceedingly well off. Their boating interests were a year ago permanently endowed by the faculty with an annuity of $1,000, which, of course, prevents the problem of expense in preparing for these races from giving much, if any, trouble, and it is pleasant to note that only recently the authorities at Trinity have done even better than this, covering the entire expenses of the racing crew. This is a step in the right direction and will go far towards encouraging a hearty, generous health throughout the college, and so sending out men fit to stand the strain and tear of life and take things as they come. Last fall the Columbia men, soon after the commencement of their term, set energetically at work about making up this year's crew. Three of the old men, the three forward ones—Smith, Moore and Simonds—are out, Timpson, Goodwin and Griswold, all of New York city, taking their places. They are larger men than their predecessors, standing each over 5 feet 11 inches, and each weighing over 160 pounds. Cornell, too, the heaviest man last year, has gained, and his crew bid fair to be one of the heaviest in the race, averaging close to 158 pounds a piece. They have improved markedly since last year, and to-day you hear no one name the foremost three without including Columbia, some even placing her first. This is a long stride for her, and, if the confidence is not misplaced, will go far towards showing that the city boys get a sleight and spring about them that the country boys do not have, and that tells in this shell racing. They have been out daily, and evidently like their work, while this general confidence seems only to do them good. If they should win it would probably do their college very great good, especially in New York city; and the day may not be far off when she will take the pride in this college of hers that Boston does in her neighboring Harvard. She certainly has the knack of making friends, and if the thirty-four of her practice grow to three or four more in the race she will, indeed, make it hot work for any crew to beat her. Her blue shirts and blue and white handkerchiefs alternating will make one need to look sharp to distinguish her from Yale, whose blue caps and white shirts all believe are to be well to the front. Their bow is said to be a little flighty, but the course is so broad and made so plain by the many buoys that there is good reason to believe he will avoid a foul. In drawing for positions they fell third from the eastern or farther shore, between Princeton and Yale, but all are good enough, so this makes little difference.

The Cornell Crew.

In 1872 the men of Cornell wanted and tried hard to put in an appearance among their fellows, and were in vigorous training for that purpose; but, owing to financial embarrassments, were unable to do so. But, by careful management, they last year were enrolled among the eleven, and came up with a team large and powerful, bringing with them a foolish piece of expense—a professional trainer, Henry Coulter, of Pittsburg. One or two of them were stalwart looking fellows and at once established that respect for themselves which big men often get with very little working and deserve as little. A day or two before the race one of them, Dutton, took part in the College single scull race, and was beaten almost out of sight by a poor, thin, hungry-looking fellow from Yale named Swift. This lowered the estimate set on them, though not much, and they went into the University Race very well thought of. They drew a position outside of all, and were forced either to row across a sandbar half a mile long and so shoal that their oars must have often touched bottom, or else row a long course around it. Still, nothing daunted, they kept on, and I believe that ever since the general uncertainty as to the order of coming in that year they claim that they were fourth. Whatever doubt there may be about any of the colleges entering next year's race in case they are beaten this and one of the older ones like Harvard or Yale is the winner, that uncertainty will hardly hold good of Cornell. Something about them suggests power, and the vigorous, self-relying man who endowed their young university so munificently is well represented here by these same strong, self-dependent fellows. Ostrom stays from last year and goes from two to bow. He is a reputed good steersman, as skilful an oar as they have, sinewy and heavy, weighing nearly 160, an Ohio raftsman and inured to outdoor life. He is their captain, and if he has a strong enough crew to allow as good a man as he to pull the bow oar—in some ways the easiest one in the boat—he must have a powerful lot. King, the only other of the old hands, was a good one to go last year, and even then praised by Coulter as one of the finest amateur oarsmen he had ever seen. He is a man of power and stay, and of a good weight, about 156. He took his turn as a raftsman on the Saranac, and the very mention of it suggests a life hardy and outdoor that could hardly fail to make him tough and useful. His four new men look to have no weak spots. All are well grown, Clark and Henderson looking wiry and used to rowing, while the river selected by another (Corwin) for logging on was the Delaware. With no flesh to spare and scaling at nearly 160, he must be made of good stuff. Finally they indulge in a giant, Mr. Garver, like Abe Lincoln, a son of Illinois. As tall as he and naturally weighing over 200, he has by hard work trained down to under 190—a different result, by the way, from that reached by one Grant, a 207 pound man, at Harvard. Thinking he would like to reduce a little he trained for a week, and going to the scales to delight himself at the result, was annoyed to find—so the story goes—that he weighed 230. As a rule these very large men are unwieldy, and, in the main, not having been enough used to quickness of motion. By the way, relative to this man, a story has been going the rounds that Goodwin, of the Harvard, though as tall as this man, he is not nearly as powerful, yet has an upper arm measuring in girth seventeen inches and a half. As that would be an inch more than the enormous arm of Heenan, and as it did not look especially large, I made inquiry, and found that these figures were reached by letting the measure slope down the arm from the middle of the biceps muscle over the largest part of the triceps, while, measured in the ordinary way, directly around, it was fourteen and three-quarters, while Dana's was fourteen and one-quarter. There is nothing heavy or clumsy, though, about Goodwin, tall as he is. The more one looks at a crew like this the more seems the pity that this strength could not be made the most of. Already the complaint is that they are down far too thin and fine, and it is hard to get flesh back in this hot weather. The old crazy system of training that Coulter taught them—nothing but meat and old bread and a little potato—is working as it always does work and doubtless always will. The idea of doing without good vegetables right in their season! One would think that men who thought at all for themselves would know better. What sense is there in training up a whole year for a race, spending time and much money and labor, and after a crew is gotten into working order, feeding them on food which, instead of longing for, they loathe? It was like getting Heenan's muscles like marble, and forgetting all about his vitality, and then getting him whipped in a canter by a smaller man like King. A man at the top of his condition does not feel dragged and sober and all gone, but uncommonly light and springy, and when he is so there will usually be found a little flesh on his ribs.

The Men of Dartmouth.

There is something solid, too, about that name. It suggests Daniel Webster and the great college law case, and White Mountains and rocks and things stanch and firm and stable. And yet in this sort of work they do not want to be so stable, but to move right along, and to move so fast as to beat the others. They came up last year to Springfield, the tallest men of all, and, like Cornell, the heaviest. But these big men did not know how to use their strength, and they trained in a system which was exceedingly successful in taking whatever strength they had. Just look at it! Three miles of walking before breakfast, when most men are weak from being twelve or fourteen hours empty, and do not feel like work; six miles of rowing right afterwards, then a nice six-mile row, then some dinner, six miles more row and six more of walk, and finally, after supper, another three-mile walk to top off with, and that in midsummer weather, say like Monday two weeks ago. Is it strange that they were not fit to do their work? All the strangeness would have been rather the other way after such a dose as that. It was natural enough for them to loaf this year, and likely enough it was almost the best thing they could do, for it would take their systems almost a year to recruit from such wild treatment. Was it wonderful that one evening as they were getting out of the boat four men vomited? Or that next day they could scarcely crawl about, and some were seriously ill? Though a majority of the men are new they suggest last year's in several ways. They are again the tallest of all, averaging over six feet in height. They are almost certainly the heaviest. Take such a crew and put it through as Cook has done his Yale men or Goodwin his few Harvard, and it is hard to say where they would stop. But with their quick, scratchy, unfinished stroke, nothing but sheer strength or accident to their rivals can bring them in first, second or third. Good, careful coaching, applied with tact and much good nature, but applied—that is what they want. It is a fine thing this year that all the professional trainers are at last discarded. Uncommonly tough men, they thoughtlessly suppose that all others can stand as much, and in consequence hack them up as were these men of Dartmouth. There never was any need of having a professional trainer at most of the colleges. Never yet for a day had Harvard one, though she had occasionally talk of it. Good lungs and vital power these Dartmouth men seem to have, and they may to-day pull her through past some of the smaller men who row better. Of course, too, it is always to be borne in mind that each crew has its own tactics, and it may be that these stalwart sons of New Hampshire, when a few minutes after four this afternoon comes and they are getting along well down the second mile, will let out a reef in their backs and skim lightly past some of those who are more popular with the wise ones and those who purport to know. In making up their minds what a crew can do men often show a strange tendency to think that the college which won the last year will win this, when, in fact, the men are all or nearly all different, and little can be told about them. This glitter and glare of being talked about before the public may be the spur to some; others may see that in taking hold of a difficult project and working it up with energy they make an impression on their fellows sure to tell by and by; but often there is an entire or at least a partial lack of the spirit which the year before effected so much and so the new crew does not do so well.

The Harvard Crew.

High up on a grassy knoll overhanging the lake in its northwest corner and quite near Mr. Leslie's grounds is a large and rather imposing white building, the external appearance of which is rather pretentious, but on entering which a feeling of disappointment creeps over one; for the floors are bare and almost damp, and, with the uncut grass outside, gives the whole place an air of neglect. The walls are about as bare as the floors, and though in these annual jaunts to training quarters Harvard—for this is her temporary home—has hit upon some quarters where the opportunities for self-denial were excellent, she has succeeded in this direction this time perhaps better than ever. Going behind the house and along down the back lot an eighth of a mile, you come to a long, low wooden shed, new and for its purposes well built, and from its further end runs a short bridge down to a float on the edge of the lake. Here at many hours of the day you will find half a dozen men about, and you will not have to look long until a large "H" on a flannel shirt or something saying "Harvard University Boat Club" or an old envelope on the floor directed to some one of the Harvard crew makes you quite certain that the crimson flag, with white bars across it and the letters "H. B. C." fluttering on the house back up the hill is that of the Harvard crew. That flag, by the way, has a record which makes it every year more precious to every wearer of the red; for five years ago, on a staff on the right bank of the Thames, four miles above London, there was run up at about each daybreak a flag of broad blue ground, with white bars across it, and having the three large letters "L. R. C." stretching from the staff outwards, and above it, by the courtesy of its owners, who were then acting as hosts, this same old red flag swung gracefully out to the breeze. Its owners this year have, by their record and their practice, made themselves much respected, and no man who pretends to know anything of the merits of the various crews encamped about this lake, if attempting to forecast the result of the great fight to-day, would for one moment, if asked to name the first four crews on the homestretch, or even the first three, think of omitting Harvard. All of her men but one are large and tall and shapely, and that one is large enough. They are brown and hearty, and noticeably free from the lean and hungry look so common among racing crews in former years; for both last year and this these men used their reason in the matter of diet, and you will find on their table good and liberal fare. How they came out last year has already been shown, and the four best men of them are here now. Three of them have just graduated this month, and two of the three, Messrs. Dana and Goodwin, will probably join the Columbia Law School in the fall, where they will meet, a Columbia man told me, recently, some of Columbia's best men, and may make up a crew there—though it is more likely that they will pull their last race to-day, as college men usually do on graduation. This crew has had the usual risks to run which accompany training, and has not come off entirely unhurt. Stomachs have been more or less unruly, boils have staid away pretty well, but the high, almost feverish, condition of the blood which so much hearty food and hard work beget makes some of the men chafe on much less provocation than they would out of training. The largest, heaviest and naturally strongest man in the boat—the farmer, Taylor—has one most troublesome fault, and the way the crew naturally devote themselves to letting him know it does not make him a bit more good natured. Nearly every stroke he pulls he, being a starboard oar, reaches too far over to port at the beginning, swings across to starboard in the middle and back too far to port at the end. In these boats, narrow as an ordinary chair, and with bottoms as smooth and slippery as human skill can make them, this sort of performance does not do. A man ought to row straight forward and back, and not across the boat, and then she keeps on a level keel; but row any other way, and you roll her so that all the other oars are annoyed by it. For it is excessively annoying when all are rowing smoothly along to have her take a sudden lurch down to one side or the other, and all on one side find their oars so buried in the water that they can hardly get them out or avoid a crab, and especially when they know it is not their fault. It is not at all unlikely that Mr. Taylor's oar being a little too long inboard has much to do with this; but it is pretty close to the race now to have such a glaring defect if it can possibly be avoided, and Captain Goodwin is hardly yet decided as to whether he had not better drop Taylor and put in his place Devens, one of the substitutes, and the bow oar of last year's crew. The latter is a good man for his weight, but twenty pounds smaller than Taylor; and as Taylor will be the strongest man for next year's crew it seems desirable if possible to retain him, and he will probably row this afternoon. Another and very serious difficulty which has loomed up since their arrival at Saratoga has been the straining of their boat by the rough water here, for six stalwart men pulling a delicate racing boat, made of stuff of about the thickness of an ordinary cigar box, rapidly over the water miles every day, does not take very long to give her a twist somewhere, and the prudent way would be to have at hand a gig or stronger boat for practice, so that the racing boat might be in her best order at the crisis. Notwithstanding these obstacles, however, her men are all hopeful, though all this talk about undying determination to win which has been going the rounds of the press and is credited to them has come from other lips, or rather pens, and makes withal rather entertaining reading for these rowers as they lie off in their hammocks in the intervals between work.

The Princeton Crew.

Next in alphabetical order come the men of New Jersey, and old as is Nassau Hall, yet making this year their first appearance in these contests. They have at home one advantage which none of their rivals know, indeed two; they have water to row on that is never known to be rough, and its sides are everywhere parallel and so near together that they must soon learn to row straight, so that we may look for some fine steering from them to-day. The water in question is that exhilarating sheet known as the Delaware and Raritan Canal, and no other college represented here to-day can boast anything like that. Williams, to be sure, comes the nearest, but the Hoosac has one little antic unknown probably to the gay canal—it dries up. In many ways have the newspapers contributed to make these races what they are to-day, and no college has felt this in a more practical way than Princeton. For, standing in need of a suitable boat house, Mr. Robert Bonner, of the *Ledger*, handed them $2,000 towards erecting one, which made the rest easy. The cause of boating at Harvard, for instance, and doubtless at any other of our colleges, never from any one man received so large a contribution. Princeton is reputed to have the nearest approach to a gymnastic professor which any college in this country has yet found; and many of her men had already a reputation as skilful gymnasts, a fact which did not insure good rowing stuff, but still bore that way. She has also a very large number of undergraduates, both the Middle and Southern States being strongly represented. Her crew is one of the lightest of the nine, Williams and Wesleyan only weighing less. They have taken hold of their work with a good deal of snap, eighteen men being said to have commenced last fall to try for places on the crew, and all winter long the rowing weights at the gymnasium were filled easily. The men have come up here anything but heavy, in fact, almost too fine, and should be more careful in this respect, and doubtless will another year. One of them, Mr. Addicks, knew something of boat racing before, having, it is said, a fair record as a sculler on the Schuylkill. The story goes, also, that after one race he was seen to faint away. A while ago these Princeton men would have been, at either Harvard or Yale, regarded as a fine, strong crew; but during the last few years, and especially last year, there was such a constant cropping up of unusually good men—and now there are more than ever—that these new comers are really one of the weakest looking of all. They—Williams, Trinity, Cornell and Dartmouth—have all along been named as likely to make up this afternoon the last five. If each one of them were as good a man in one sense of the word as the father of one of them (Hall) is in another there would be a lightning race between them and the winners before nightfall for the first place at the finish. If they will come up another year with more beef in their boat and especially with more evidence that they have been faithfully and judiciously coached they may come home in the first group of three. The observer would quickly class them as city rather than country boys, as of the sort that fill the outrigger of Harvard or Columbia rather than of sinewy Wesleyan or brawny Dartmouth. They are of the sort that, like a certain kind of cat, are always better than they look. The other day a man of their stamp or even more so, of pipestem arms and slab chest, and as modest as he is tough, rowed as one of a pair and beat a rival boat in which sat one of the very toughest, probably the very toughest, American college oarsman, certainly the best developed in the upper works that ever sat in a boat. His arms were over an inch, probably nearly two inches, larger than any here to-day. He had trained for his race; his mate looked a good man, almost as good as the companion of the thin man, and yet the pipestem arms made it hot work for him all the way, and when they crossed the line the referee decided that Pipestem and his boat had won. The blood and other elements which enable a man to thus do far more than his looks would seem to justify are said to flow freely in some of these Princeton veins, so to-morrow's news may be that one of the to be first four dropped out and Princeton took her place. But probably not.

The Trinity Crew.

The Trinity crew. The name reminds one of Cambridge, England, whose Trinity is a great rowing college, the Third Trinity crew for instance, having a few years ago made wonderfully fast time on the Henley track. Connecticut is doing very well this year, as last, sending three of the crews—Yale, Wesleyan and Trinity—to only two from Massachusetts, one from New Hampshire, one from New Jersey and two from New York, Rhode Island adding a Freshman crew. Trinity had a notion of being in these races long ago, having been one of the four colleges, Harvard, Yale and Brown being the other three, which were represented by delegates in the convention of May 26, 1858. But the melancholy disaster of that year, the drowning of George E. Dunham the stroke of the Yale boat, his boat having collided with another, ended the arrangements for any race that year. The same colleges were again represented on the 23d of February, 1859, this time at Providence, R. I., and decided to have the race on Lake Quinsigamond, the first one, by the way, on that water. When the time came around it was found, I believe, that Trinity could not make up a crew, so Harvard, Yale and Brown had it all to themselves. She was not heard from again till 1872, when she entered the association; but their boat getting stove up while coming on the cars they had again, unfortunately, to withdraw. Nothing daunted, they made another try last year, and came up to Springfield with a crew averaging light—about 145—several of whom had seen some rowing, and one or two considerable gymnastics. Among the eleven crews they were in the modest group which did not like to push themselves forward too boldly at the finish. Neglect of training, too, had doubtless something to do with this; but the charge will hardly hold good this year. The crew were gotten together as early as April last, and saw plenty of work in their barge—a sort of boat not unlike a racing shell in length, but broader and deeper and nearly twice as heavy—the Connecticut lying convenient for any work they wanted to take. Instead of one of the lightest they are now one of the heaviest crews of the year, averaging twenty-two years of age, and have a boat from Elliott. Since reaching Saratoga they have been staying at John Riley's, far up the west shore of the lake and well out of the way of the public eye. Four of them are six feet high, and the average height of all six is six feet, one of them having an inch to spare. They have had no Cook over them to show them how to use their abundant strength, and, in common with many of the crews here to-day, that is just what they most need. Still the care bestowed on their rowing by the few who do the best work offers them something of such value that they will scarcely fail to copy it, and, with such material as theirs to draw on, will by next year be well up in the front rank. One great aid to this desirable end is the substantial lift they are reported to have had from their faculty—a thing which, better than almost any other, illustrates the enormous stride taken in college rowing since ten years ago, for the faculty which would have done this then would have been thought almost mad—the said aid being no less than the entire defraying of their training expenses. And yet is it not about time for all the colleges to be following the good example set by Trinity and Columbia? If one class of men above another in this country stands in need of vigorous physique it is that favored one which goes through our colleges, having the advantages of a systematic training of their mental powers certainly, and nominally their moral too. No man need go out of his own circle or more than open his eyes to see abundant proof of this. And the lack has been the same ever since John Harvard founded the first college in the land, Jonathan Edwards, for instance, having a body that would not stand a quarter of a mile of the sort of work daily done on this lake. Here and there are Beechers and Butlers and Bismarcks showing the enormous amount of mental labor he can do who with good mind indulges also in a *sano corpore*. Nothing that has yet been devised has done as much for the physical well being of our students as these same annual athletic meetings. If then the faculties would send out the best men—men round and full, strong, morally, mentally and physically—let them, until a better plan is hit upon, follow in the footsteps wisely taken by Trinity and Columbia, and Wesleyan will not be far behind, for she seems to have spirit enough for three or four colleges, and, think of it, her President has actually been down here at the crews' quarters to take a look at his boys! He must be a good fellow and the sort of man to know. He certainly has struck the right way of getting hold of a fellow's feelings, and there lay much of the power of the famous Arnold of Rugby, and now also of Dr. Francis Gardner, of the old 1635 Latin School in Boston. Young men do like manliness, and, for that matter, who does not? And when some of our enervated, muscleless professors, who sink into oblivion before they are forty, will get so that they can walk in an hour nearer five miles than four, or pull an oar with the skill and stay President Eliot, of Harvard, used to, and doubtless, with three weeks' training, would to-day; can beat, say some of their own students at what they love to do and esteem themselves good at, they will begin to find those students liking them in a way they have never dreamed of nor really deserved. There is no need of racing power. But there is need of manly vigor fit to battle with the annoyances and obstacles each day—a miniature life time—has in store to try us and prove us with, and the faculty which does what in it lies to disseminate that vigor, keeping it, of course, within bonds and secondary to the end it is a means to, is going to do a good, far-reaching and not like most of the studies here and there liberally endowed coming home to but a few, but universal. So Amen to the prompt and wise action of Trinity and Columbia! May the men of both do credit to-day to the solid friends who have thus stood up behind them just where they appreciated it most gratefully.

The Wesleyan Crew.

What name has come to the front swifter, more surely and more deservedly than that of these same Wesleyans? A handful of men, who hardly—many of them—know the meaning of a spare dollar, or even fifty cents, they have come up here certainly no richer than Amherst, and with not four or five of their old team for a nucleus, but only one, and have already made themselves a name in advance that no man will say is not deserved. Let some one who has been so busy all his life making money that he has had no time to do any good with it, and now finds the end of his days confronting him, put a good sized Wesleyan codicil in the document which begins "Imprimis." I am not a Wesleyan but come from one of the oldest, and wealthiest and most renowned universities in the land, but I have seen how the Wesleyans have behaved for two years, and I like them; indeed, am forced to, for self-reliance and self-respect soon command respect. Few men who have studied what has been going on hereabouts during the last week will place them later than third to-night, and more will put them first, and yet no English stroke can be laid at their door, and they are one of the lightest of the crews. With a bricklayer for bow and wheelwright for stroke and some farmers scattered in between, they remind one of a certain railsplitter whose only gas jet fizzed out nightly from the old back log, or the quiet man who thought he could handle a refractory Illinois regiment in the first days of the war. I saw two of them on Monday, when the lake was white with foam and shell rowing out of the question, walking smartly along the road, in flannel shirt and trousers, sleeves rolled up, no hats and brown, tough-looking forearms projecting from the sleeves, which would, from their sinewy look and goodly size, catch any one's eye at once. They are going into the foot races, too, save one, and if the prize was for the best paper on the microcosm and the macrocosm they would doubtless all have a hack at it. They have in no way hid themselves while here, but did their work where all the world might see, and take their time, too, if it wanted to. They are not ashamed of their time, and need not be, and I question if it would not be wise for all crews to row on time openly and publicly, and even announce at what hour they would go rather than follow this plan which now obtains of doing light work in the middle of the course, or starting or finishing short, or effecting some other of the hundred and one ruses to deceive the vigilant tout. Has any one of the crews booked for a low down place to-day really misled anybody? Their tactics are understood, and though they may cause the watchful rival a little more trouble in getting their time, he will get it all the same. What, for instance, is to hinder a being off the mile stake in the woods on either shore and off the two mile, and, having first compared watches, noting every crew that passed and the second at which it passes? A little addition, subtraction and multiplication soon tell the rest.

All but Eustis, the stroke, will stay for another year, and some for more. We have seen strong crews, with similar grounds for hope, stay and demoralize; but there is not much danger of fellows of the stamp of these doing the like. If the plan which has been agitated somewhat of an all-college six or four or eight to have a friendly three or four mile brush with a Cambridge or Oxford crew is put vigorously through, there will be found, doubtless, at least one or two good Methodists in the American party. A little coaching would not hurt them, to be sure, though somehow they have managed now and then to do without it; and we should be glad to see them brought forward as samples of one of Connecticut's best products, the timber nutmegs even being old and feeble in comparison.

The Williams Crew.

All will remember that of the eleven crews which crossed the famous finish line last year, below Springfield, there was doubt about the position of several. There was no such doubt as to Williams. Her position was clear and unmistakable. She was last. Many a crew so placed would have crept away and not crossed the line at all. But that is not the way they do things in Williamstown. There is no back down there. Such a defeat would have scared many a crew out of any future races. But Williams has not scared. She is here to-day to do as well as she can, and better than their best is not claimed even for the angels. She has at the head of her company a strong, good man. Her men last year were the heavier, but those of this year are the better developed. The crew has changed completely, save one man, and he the best there, and he Gunster. One of the requisites for good rowing is water. Part of last year the men indulged in a few spoonfuls, and called it the Hoosac. Then for quite a while they did without. It had evaporated. Pretty hard work to get up a crew on such a track as that. But Gunster fought on. He has the face of a man who does not let go easily and his record bears him out. He has not, like Columbia on the Harlem, for instance, a chance to see others row and take notes and encouragement. Probably among all the Berkshire hills there is not another six-oared shell boat than that of his college. That his men have been at some hard muscular work their well knit and showy muscles testify. Barker, for instance, looks decidedly strong, and Gunster in muscular development has hardly a superior on the lake. But a man may be very muscular and not pull a strong oar, for his strength may lie in muscles which are not much used in rowing. A crew of stonecutters or machinists might be exceedingly strong, but, unless young men, would need long coaching before they would be dangerous. There is a look of strength scattered here and there through the Williams crew, though neither bow nor No. 3 is more than moderate. Can they beat Princeton? may, perhaps, be the pertinent question to-day, for the race between the two will be exciting, even if not so much so as that among the leaders. Part of the interest this great race engenders is in the number of little races it contains and the sharp, well defined feeling of partisanship among the spectators. These are the elements of the genuine enthusiasm one is sure to find on the grand stand, and all men enjoy real enthusiasm. But Gunster graduates this year, and without him his college will have a harder struggle to be on hand next year, unless they do unexpectedly well to-day, than they had this. Indeed I have heard it predicted that she will be the first to drop out of the association. Hardly another seems so doubtful. Wesleyan is not so rich in money, but she has the great boon, the men. With men of the right stamp you can do almost anything human. Princeton is not strong, but it is her first year, and much was not expected of her. Her cash, too, abounds. Columbia is fast, this year, and not at all poor. Dartmouth is strong and confident and does not stand on trifles; Cornell never was weak; Trinity, as we have said, has come up fast, at least in strength, while her Faculty with the cash have made her foundation sure. Harvard and Yale—well, Yale swore off one year, but will, probably, never do it again—at least as long as Mr. Cook stays in College. The probability is that if any gap is made it will be swiftly filled, and that the number will increase rather than diminish, and it is equally likely that before this week is out we shall know whether Williams will remain. Cambridge, England, has had far more reason to feel bad, but she never said, Die. She does not seem to know how, or care to learn. Neither should Williams.

The Yale Crew.

No maiden entry this year or last for Yale; her name is short enough, but her record reaches back to a time before four of her to-day's crew were born. Much of it is not over pleasant reading for her friends, not that it tells of anything to feel ashamed of, but simply because in all her contests her proportion of victories is small. There is nothing new in that. Four years she went without a victory; but so did Cambridge, commencing in '36. Then she won twice. Then five times she lost incessantly; but Cambridge did nine, commencing in '61. Last year she got the prize, and it may be that now she again, following the lead of Cambridge this time in '69, has started off on a long term of victory. There is something refreshing to all Americans to read that, thus through all her dark years, she never turned her back to the enemy, and it would be equally painful to hear that she ever thought of doing so. It has been much harder for her to row than for Harvard because of these many dull years, and maybe her rival would not stand the test so well. One thing is sure, that these two universities are either not going to keep the victories in these races hereafter all to themselves, or else they will at least have to work mightily for them, and it is quite possible that the aquatic name of either may be brighter now than it ever will again. Both are very strong this year; yet suppose Columbia or Wesleyan or Cornell or Dartmouth should each beat both now, would it not begin to look as if their day was past? If this English stroke is the only correct one to row—and it is certainly gaining favor—it will not be long till all the colleges have it by heart. Large and powerful men are plenty outside of Cambridge and New Haven as well as in them, as several other crews here now show. So, at least, there is abundant work cut out ahead.

Yale has come up this year quite strong, as has been said, though she retains but two of her last year's crew, while Harvard, whom she would soonest beat, has four of hers, and the best four. If there is marked superiority in the English stroke, as rowed by Yale, she is likely to win; but that is not yet quite proven. She has one advantage—her captain is old, much older than any of his crew or of Harvard's. Four years more of development of will and judgment ought to tell, and they do tell in this the best, though not the strongest or toughest, stroke oarsman Yale ever had. Her men look well all through—no uneasiness about any of them not being strong enough for his work. It is getting easier to obtain good men now than formerly, because more are eager to row and take the steps to become fit. Indeed, it may be that twenty years later no faster speed may be attained than now. Men averaging 160 pounds in weight after training are large, well-sized men. Boats are about as light as it seems possible to make them compatible with sufficient strength to stand any wear at all. If the London Rowing Club stroke is perfect Yale is as likely to have it now, when Mr. Cook has devoted so much time and thought and care to its acquisition, as she ever will be again. Should Harvard beat her this time it will not be from rowing the same sort of stroke and rowing it better, but mainly because Harvard is by half a dozen pounds a man larger and stronger. When two crews get so that they row equally well and have similar boats, as well as equal experience, a few pounds—in England a single pound—is believed to tell. In single sculls it does not seem to make so much difference, one of our very fast amateur single scullers, for instance, weighing, if the report be correct, but 112 pounds. But in pulling one oar in a boat of four, or six or eight good men have seldom weighed below 140. From the number of men Yale will keep over till another year I think she will prove very fast in 1875; and if these races continue at Saratoga there will be one comfort—one can at least compare the time of crews of different years when made over the same track. So much depends on what the condition of the water may be this afternoon or to-morrow, or whenever else the race may, on account of the rough weather—for I do not think they will stop for rain—be postponed to. But seldom have matters looked better for Yale on the eve of a great race.

THE COLLEGE CREWS.

Corrected Statistics for Reference.

As the regatta is so near at hand we publish carefully corrected lists of the crews, with certain statistics, which will be found generally convenient:—

DARTMOUTH.

Stroke—Charles O. Gates, Kennebunkport, Me.; age, 22; height, 6 ft. 1½ in.; weight, 172 lbs.
2—Frank W. Mitchell, Manchester, N. H.; age, 22; height, 6 ft.; weight, 170 lbs.
3—Charles W. Eager, Manchester, N. H.; age, 19; height, 6 ft. 1 in.; weight, 162 lbs.
4—Benjamin F. Robinson, Manchester, N. H.; age, 21; height, 6 ft.; weight, 140 lbs.
5—William F. Westgate, Haverhill, N. H.; age, 22; height, 5 ft. 11 in.; weight, 162 lbs.
Bow—Willis G. Eaton, Jr., Lowell; age, 21; height, 5 ft. 11½ in.; weight, 150 lbs.
Averages—Of weight, 159⅓ lbs.; of height, 6 ft.; of age, 21.
The boat is Elliott's make, of cedar, 48 ft. long and 19½ in. wide. The crew will be bare-backed on Thursday, and dressed in green handkerchiefs (or turbans) and green tights.

HARVARD.

Stroke—R. H. Dana, Boston; age, 23; height, 5 ft. 10 in.; weight, 158 lbs.
2—D. C. Bacon, Jamaica Plain; age, 20; height, 6 ft.; weight, 168 lbs.
3—W. Goodwin (captain), Jamaica Plain; age, 21; height, 6 ft.; weight, 170 lbs.
4—H. L. Morse, Boston; age, 21; height, 6 ft. ½ in.; weight, 168 lbs.
5—W. R. Taylor, Jefferson; age, 21; height, 6 ft. ½ in.; weight, 170 lbs.
Bow—W. P. Otis, Chicago; age, 21; height, 5 ft. 9 in.; weight, 156 lbs.
Averages—Of weight, 165 lbs.; of height, 5 ft. 11½ in.; of age, 21.
The boat is a Blaikie, 50 feet long and 21 inches wide. Its weight is about 140 lbs. White tights and crimson (magenta) handkerchiefs will be worn next week in the regatta.

WESLEYAN.

Stroke—J. E. Eustis, Hammond, N. Y.; age, 26; height, 5 ft. 11 in.; weight, 160 lbs.
2—C. P. Marsh, West Newton, Pa.; age, 22; height, 5 ft. 8½ in.; weight, 147 lbs.
3—H. C. Hermans, Corning, N. Y.; age, 22; height, 6 ft.; weight, 163 lbs.
4—G. M. Warren, Deer Island, Me.; age, 24; height, 5 ft. 6 in.; weight, 144 lbs.
5—J. William Whitney, Sprague's Corners, N. Y.; age, 24; height, 5 ft. 10 in.; weight, 140 lbs.
Bow—W. H. Downs, South Berwick, Me.; age, 21; height, 5 ft. 9 in.; weight, 145 lbs.
Averages—Of weight, 150 lbs.; of height, 5 ft. 9 in.; of age, 23.
Boat built by Elliott; length, 48 feet; width, 19½ inches; weight, 159 pounds. The men will row in lavender drawers and handkerchiefs.

WILLIAMS.

Stroke—John Gunster (captain), Scranton, Pa.; age, 23; height, 5 ft. 11 in.; weight, 159 lbs.
2—M. P. Washburn, East Boston; age, 19; height, 5 ft. 8½ in.; weight, 144 lbs.
3—J. H. Haynes, Rowe, Mass.; age, 25; height, 5 ft. 10½ in.; weight, 146 lbs.
4—C. Gilbert, Milton; age, 19; height, 5 ft. 10½ in.; weight, 158 lbs.
5—H. A. Barker, Burlington, Vt., age, 21; height, 5 ft. 7½ in.; weight, 141 lbs.
Bow—Benjamin Norton, Plattsburg, N. Y.; age, 18; height, 5 ft. 9 in.; weight, 140 lbs.
Averages—Of weight, 148 lbs.; of height, 5 ft. 9 in.; of age, 21.
Boat built by Blaikie; length, 50 ft.; width 21 in.; weight, 139 lbs. The crew will appear in white tights and handkerchiefs of royal purple.

YALE.

Stroke—R. J. Cook (captain), Lafayette, Pa.; age, 25; height, 5 ft. 8 in.; weight, 155 lbs.
2—J. Kennedy, Struthers, Ohio; age, 22; height, 6 ft.; weight, 164 lbs.
3—William C. Hall, Buffalo, N. Y.; age, 20; height, 5 ft. 10 in.; weight, 151 lbs.
4—D. Kellogg, Spuyten Duyvil; age, 20; height, 6 ft.; weight, 152 lbs.
5—Fred. Wood, Norwalk, Conn.; age, 20; height, 5 ft. 11 in.; weight, 155 lbs.
Bow—George L. Bronnell, East Hadden, Conn.; age, 20; height, 5 ft. 8 in.; weight, 151 lbs.
Avereges—Of weight, 154⅔ lbs.; of height, 5 ft. 10 in.; of age, 21.

YALE FRESHMAN.

Stroke—E. C. Cook (captain), Worcester, Mass.; age 22; height, 5 ft. 10 in.; weight, 166 lbs.
2—W. W. Collin, Pen Yan, N. Y.; age, 18; height, 5 ft. 10 in.; weight, 176 lbs.
3—L. H. Bradley, Hastings, N. Y.; age, 20; height, 6 ft.; weight, 164 lbs.
4—M. G. Nixon, Chicago, Ill.; age 19: height, 5 ft. 11½ in.; weight, 159 lbs.
5—F. W. Wheaton, ——; age, 19; height, 5 ft. 8½ in.; weight, 145 lbs.
Bow—C. S. Mervine, Wilton, Pa.; age, 23; height, 5 ft. 8 in.; weight, 153 lbs.
Averages—Of weight, 160½ lbs.; of height, 5 ft. 10 in.; of age, 20.
The Yale University crew's six oar was built by Blaikie; length, 50 ft.; width, 21 in. The Freshmen use an Elliot boat; length, 49½ ft.; width, 21 in. The crews will wear blue tights and handkerchief, and knit gauze shirts, white.

BROWN FRESHMEN.

Stroke—W. A. Peck, Barrington, R. I.; age, 20; height, 5 ft. 11 in.; weight, 151 lbs.
2—C. M. Lee, Newport; age, 20; height, 5 ft. 11 in.; weight, 145 lbs.
3—W. R. Stiness (captain), Providence; age, 20; height, 6 ft.; weight, 154 lbs.
4—G. W. Dow, Lawrence, Mass.; age, 22; height, 6 ft.; weight, 168 lbs.
5—S. J. Bradbury, Providence; age, 20; height, 5 ft. 10½ in.; weight, 142 lbs.
Bow—A. G. Griffen, Litchfield; age 20; height, 5 ft. 9½ in.; weight, 140 lbs.
Averages—Of weight, 150 lbs; of height, 5 ft. 9 in.; of age, 20.
Boat built by Blaikie; length, 49½ ft.; width, 21 in. The men do not use the sliding seats, unlike all the other crews. The crew will appear in white and brown suits, with brown handerchiefs for the head.

COLUMBIA.

Stroke—B. F. Reis, New York city; age, 20; height, 5 ft. 8½ in.; weight, 153 lbs.
2—R. C. Cornell, New York; age, 21; height, 6 ft. 9 in.; weight, 171 lbs.
3—Ed. S. Rapallo, New York; age, 21; height, 6 ft.; weight, 158 lbs.
4—G. Griswold, New York; age, 18; height, 6 ft.; weight, 158 lbs.
5—J. T. Goodwin, New York; age, 24; height, 5 ft. 11 in.; weight, 157 lbs.
Bow—P. Timpson, New York; age, 22; height, 5 ft. 11½ inches; weight, 158 lbs.
Averages—Of weight, 159 lbs.; of height, 5 ft. 10½ in.; of age, 21.
Columbia's boat is newly built, by Fearon; 49½ ft. long, 21 in. wide; weighs 145 lbs. The racing dress consists of blue tights and white handkerchiefs.

CORNELL.

Stroke—C. C. King, Malone, N. Y.; age, 22; height, 5 ft. 10½ in.; weight, 159.
2—J. H. Southard, Toledo; age, 23; height, 5 ft. 9 in.; weight, 145.
3—M. M. Garver, Pecatonin, Ill.; age, 25; height, 6 ft. 1 in.; weight, 174.
4—P. H. Clark, Forrestville, N. Y.; age, 23; height, 6 ft. 1 in.; weight, 170.
5—L. F. Henderson, Ithaca; age, 22; height, 5 ft. 10½ in.; weight, 152.
Bow—J. N. Ostrom, East Randolph, N. Y.; age, 24; height, 5 ft. 10 in.; weight, 156.
Averages—Of weight, 159; of height, 5 ft. 11 in.; of age, 23.
Boat built by Blaikie; length, 50 ft.; width, 21 in. Carnelian handkerchiefs and drawers.

PRINCETON.

Stroke—F. A. Marquand, New York; age, 18; height, 5 ft. 11½ in.; weight, 159.
2—W. H. Addicks, Philadelphia; age, 20; height, 5 ft. 9½ in.; weight, 153.
3—G. M. Taylor, Philadelphia; age, 18; height, 5 ft. 10½ in.; weight, 160.
4—R. J. Hall, New York; age, 18; height, 5 ft. 10½ in.; weight, 160.
5—C. B. Cross, Baltimore; age, 20; height, 5 ft. 9½ in.; weight, 150.
Bow—W. M. Smith, Paterson, N. J.; age, 20; height, 5 ft. 8½ in.; weight, 140.
Average—Of weight, 152 2-3; of height, 5 ft. 10 in.; of age, 19.
Boat built by Fearon; length, 49½ ft.; width, 19½ in. The crew will appear in light colored flannel trimmed with black, and orange handkerchiefs.

PRINCETON FRESHMEN.

Stroke—Benjamin Nicholl (captain), New York; age, 18; height, 5 ft. 10½ in.; weight, 146 lbs.
2—J. S. Fly, Cedar Rapids, Iowa; age, 20; height, 5 ft. 10½ in.; weight 146 lbs.
3—J Williamson, Osborn, Ohio; age, 21: height, 5 ft. 10 in.; weight, 146 lbs.
4—J. A. Campbell, Washington; age, 19; height, 5 ft. 9½ in.; weight, 142 lbs.
5—C. Halstead, Newark, N. J., age, 20; height, 5 ft. 9½ in.; weight, 137 lbs.
Bow—C. G. Green, Cedar Rapids, Iowa; age, 18; height, 5 ft. 7 in.; weight, 142 lbs.
Averages—Of weight, 148; of height, 5 ft. 10 in.; of age, 19.
Their appearance in the race will be the same as the University crew.

TRINITY.

Stroke.—H. O. Dubois, Fairbault, Minn.; age, 19; height, 6 ft.; weight, 162 lbs.
2—J. DeF. McKennan (captain), Washington, Pa.; age, 21; height, 6 ft. 2 in.; weight, 175 lbs.
3—William J. Roberts, Detroit; age, 25; height, 6 ft. 1 in.; weight, 175 lbs.
4—Clarendon G. Bulkley, Lebanon, N. H.; weight, 150 lbs.
5—S. D. Hooker, Watertown, N. J.; age, 20; height, 6 ft. ½ in.; weight, 155 lbs.
Bow.—G. M. DuBois, Fairbault, Minn.; age, 23; height, 5 ft. 11 in.; weight, 158 lbs.
Averages—Of weight, 165 lbs.; of height, 6 ft.; of age, 22.
Boat built by Elliott; length, 49½ ft.; width, 19½ inches. The crew will be arrayed next Thursday in white drawers, gauze shirts and alternate green and white handkerchiefs.

TEACHING YOUNG HANDS TO ROW.

The following extract from the book entitled "Principles of Rowing at Harvard," compiled from the rules used at Oxford, will be of value here:—

We must start from the principle that rowing is an imitative art; that a man is made, not born, a genius at the oar, and that you must show your pupil what he is to do, and how. You must give him something to study, and you must oversee his whole position and all his motions. You can do this only in a boat roomy, comfortable and steady; therefore—

First, put him into a pair-oar boat, a gig with solid sides, but with proper arrangement of seat, stretcher and outrigger. Sit down on the after thwart and make him see how and where your feet are placed, the heels resting together and the toes turned out; then cause him to imitate you in that particular. Next, put the oars into his hands, placing them about three and a half inches apart, the outside hand close to the end, but not capping it. If it is a square loomed oar all fingers of the outside hand are held over and the thumb of the inside hand alone underneath; but if it be a round loomed oars let both thumbs come underneath. Make him then get forward, directing all his limbs with your hands; see that he straightens his back, squares his shoulders, holds up his head, extends his arms fully to their reach, keeps the outside wrist flat with the arm, the inside brought over the handle and bent convexly. Then, sitting down in your place, go through the motions described in taking a stroke, and let him see what you are doing. Repeat the several parts of the operation, giving to each a name; then make him follow those motions in the air, that he may fix in his mind where his shoulders, hands, knees and elbows ought to be at the commencement and the finish. Next, make him dip into the water at an angle of eighty degrees and pull through a small area, the rudder being put against him. Again with your hands regulate his posture and let him try a second stroke, applying little pressure. Instruct him to have his chest well bent forward toward the loom, that he may strike the water with a full tension, and feel resistance at once. Make him look at his blade now, and let him endeavor to force it into travelling with the edges vertical; and when he has succeeded take your own oar and row a mild stroke with one hand, watching his performance, and urging on his memory the several parts of his lesson. Feathering is an accomplishment to be subsequently acquired. Let him be first led on by paternal tuition to get a stroke through and to right himself square and upright after it is finished, for the great thing here to be aimed at is to get him from the first to learn form. Application of strength is of no consequence. Let him only attain to pulling an oar horizontally through his reach, upright and without contortion, and all else will duly follow. Next teach him to keep in stroke with you in an easy paddle, and never let him row hard till he has mastered all the points. Any man can thus be transformed into an oarsman with certainty and without distress to himself.

But it will be said, "The time and trouble consumed in this operation are endless, and the attention required for it far too laborious; besides, where is the man to be found who thus teaches scientifically the elements of the craft?" To this it is replied, "You might teach four lessons of fifteen minutes each to so many Freshmen in an hour. And considering that you would otherwise take down your whole crew of green hands in a six-oar every day at a great expenditure of time and voice, you will find that at the end of the week you have spent no more hours in a boat, if you do as recommended; but you have now spent them to some purpose; you will have advanced 100 per cent farther toward the formation of a boat's crew than by any method of doing it in a lump. You have been acting as an instructor instead of a bully; teaching by gentle, intelligible words, and still more by visible actions, the things to be done, instead of shouting out a vocabulary of technical terms "not understood by the people," and repeating them endlessly, because it was not possible they should be obeyed. Of what earthly use can it be to roar out to No 2, "Quicker forward, longer in the water, don't roll out of the boat!" He has not yet been taught the motions necessary for getting forward at all; he cannot keep his oar half a second buried, because his untutored wrists and shoulders are altogether out of their places. He knows nothing about fetching a purchase from his feet and throwing his weight backward from the commencement of the stroke, and, accordingly, he makes a frantic effort to do a bit of work by some kind of clumsy wrench, all screwed and doubled up.

To the difficulty of providing instructors in the pair-oars, one word will serve for an answer. Do you really intend to teach, in the proper sense when you stand up in the six-oars' stern? If you do, then everything taught there can be taught far more expeditiously, thoroughly and efficiently in the little gig. But if you are not able to impart the elements of rowing drawn from your own knowledge, and are content to use merely a cycle of indiscriminate, general appeals without introduction, or illustration, or point applicable to particular cases, then you are an impostor.

I should deal in the same way, *mutatis mutandis*, with a more advanced oarsman who requires correction in style. The young oarsman who has learned to row before coming to college is likely to be as full of faults as the ill-taught "torpid" man, but faults of a different character, and which are more likely to pass concealed, because glossed over by a certain facility of style, and not palpable from positive clumsiness. Now you may do much with such a man in a six-oar, but yet you cannot watch him or talk to him as you can in a pair. I should therefore put him also in a gig, first properly arranged, along with a steady old hand, and make them row a long even stroke. I should sit opposite him and contemplate him all over, observing especially the position of his hands, feet, wrists and elbows. I should make him feel sure whether he felt an equal pressure upon the heel of each foot at the first part of the stroke. I should make him try to be conscious that his shoulders are not contracted in the forward reach and that they are dropped again quite square, and his chest expanded at the feathering; also, that his blade's lower tip throws the water aft instead of slivering it; that his knuckles always touch his ribs; that he is not screwed on either side when forward; that the resistance is perfect and entire at the first moment of the blade's contact with the water; and that from the same moment the water, gathered up by the blade, be driven and buried right away in a mass, so that the hole, made at first, be carried away astern of the boat. I should take particular care that he sits well over his work; for sitting too low and at too great a distance from his thole are the two points in a man's position which unfailingly ruin his rowing. Also that his elbows are not turned outward, and that his inside arm is as true and rigid from the shoulder as the other. Again, see that his recovery forward is instantaneous; and I would explain and exemplify the elastic spring necessary to that end most pointedly.

Finally, I should pat him on the back, and tell him what the one or two prominent points of his failings are, and desire him to remember them carefully on the next occasion of rowing in the six. Then a word will suffice from you, as it will recall an item of his work already grafted upon his mind, as "No. 4, elbows," "wrists," "head."

But throughout the lesson I should insist on his doing to the fraction of a letter what is required of him, if it is in his power, and remind him on every occasion of his relapsing into a forgetfulness of it.

I shall leave rowing men to decide whether this be the rational method of teaching and the more adequate to its purpose; or the bucketing in a six-oar, amid shouts and abuse, without the possibility of stopping or repeating the points inculcated after a fresh start, or anything like quiet reflection on the part of the rowing pupils. And, again, I would press the conviction that hard, exhausting work does not and cannot make oarsmen; for as soon as they are distressed they cease to learn. We must first attain form and swing, and then, but not before, enter upon racing practice.